Calgary LRT Network Plan

Calgary LRT Network Plan ... at a glance

Overview

These drawings provide an overview of Calgary's CTrain or LRT Network plan. The drawings provide information on existing lines and approved alignments, future station locations and park and ride lot requirements.

Currently, the network consists of three legs – South, Northwest and Northeast. Construction of an additional three lines (West, Southeast and North Central) is required to complete the network and this is anticipated to occur before Calgary reaches a population of 1.5 million. West LRT is scheduled to open in 2012 while the timing of the Southeast and North Central legs and other extensions not specifically noted below is dependant on future city growth and available funding.

South LRT

South LRT opened in 1981; offering service between the downtown and Anderson Station. This original line also included a downtown transit mall for LRT and buses on 7th Avenue S. After several extensions, South LRT now travels to Somerset Bridlewood station. Future extensions are planned to serve communities developing south of Marquis of Lorne Trail.

Northeast LRT

Northeast LRT opened in 1987 connecting downtown with Whitehorn Station. In 2007, an extension to McKnight/Westwinds Station was opened. Northeast LRT shares 7th Avenue tracks with the South/Northwest line. Design is now underway for a further extension to Saddle Ridge scheduled to open in 2010. Future extensions are planned to serve communities developing north of 80th Avenue NE.

Northwest LRT

Northwest LRT, an operating extension of South LRT, began operating in 1987 just prior to the 1988 Winter Olympic Games. Since then, it has been extended twice to Brentwood and Dalhousie Stations. Opening of an extension to Crowfoot Station is planned for early 2009. A further extension to Tuscany/Rocky Ridge is being designed and will be completed in 2011.

West LRT

Funding for West LRT was approved in 2008 and design is now underway with completion to 69th Street SW expected in 2012. This line will have six stations and two park and ride facilities along 8 kilometres of track. This project will involve unique elements for Calgary including an elevated station in Sunalta and a subway style stations at Westbrook and 69th Street SW.

Calgary LRT Network Plan ... at a glance

Southeast LRT

An alignment for Southeast LRT has been approved from the downtown to the new communities and South Hospital planned south of Marquis of Lorne Tr. The line will be over 26 kilometres long. LRT cars operating on this line will be low floor vehicles that will require minimal station platforms and allow for better community integration. The downtown section of the route will be located in a subway under 2nd Street SW. Prior to construction of this line, Calgary Transit will operate a Southeast Bus Rapid Transit service beginning 2009. This service will involve articulated buses operating in mixed traffic aided by transit priority at intersections.

North Central LRT

Planning is underway for a North Central LRT line to provide a high speed, limited stop connection between the downtown and communities developing north of Beddington Trail. The planned and growing communities in this area will have a projected population of over 200,000. The general concept for the North Central LRT alignment, approved by Council in 2006, will share a portion of the Northeast line from the downtown then travel along side the CPR railway located in the Nose Creek valley and then along Harvest Hills Boulevard north of 96th Avenue N.

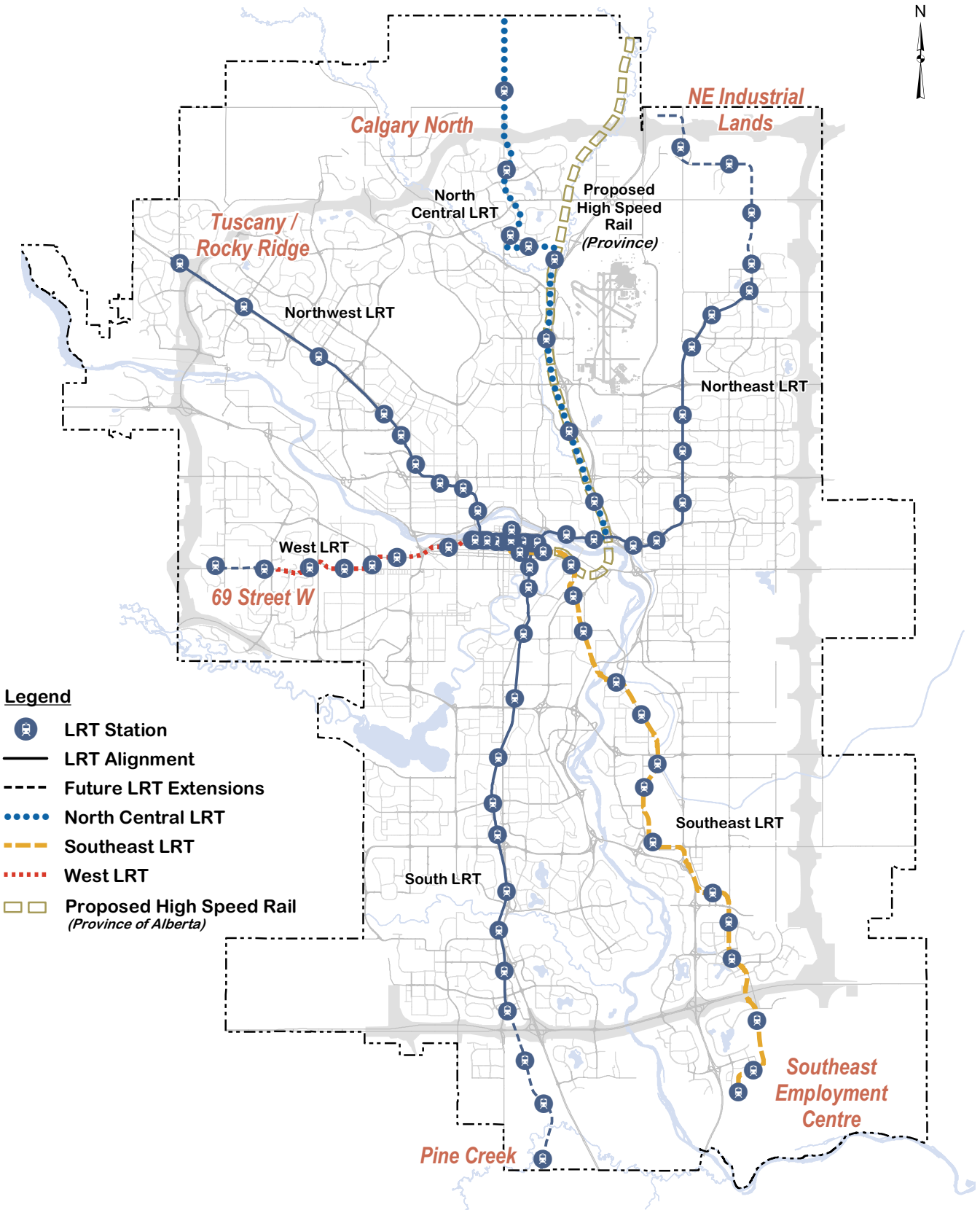
Downtown-8th Avenue Subway

Today, CTrain service on the South and Northwest legs operate as one continuous route (Route 201). The Northeast leg (Route 202) terminates service at the west end of the downtown. In 2012, the Northeast LRT will be linked with the West line when it opens and will operate as a continuous service.

The 7th Avenue transit mall is restricted to the operation of CTrains, buses and emergency vehicles. Traffic signals are timed to facilitate CTrain operation (not preempted). Existing three-car station platforms in the downtown are currently being replaced and these new stations along with station modifications along the rest of the network will permit the operation of 4 car trains by 2014.

Early planning of the Calgary LRT network recognized the need to someday separate the combined operation of the South / Northwest and Northeast lines that currently operate jointly along 7th Avenue. Separation of these routes will eliminate delays that occur at the entry point to the downtown where the lines must be switched onto a common piece of track. Provision has been made for construction of a future subway under 8th Avenue S to accommodate the South / Northwest service. The Northeast / West route will remain on 7th Avenue. Building the 8th Avenue Subway will allow for higher capacity services on both lines. Detailed functional planning for this subway is just starting (2009) and the work will include a design for the subway required for the Southeast line under 2nd Street SW.

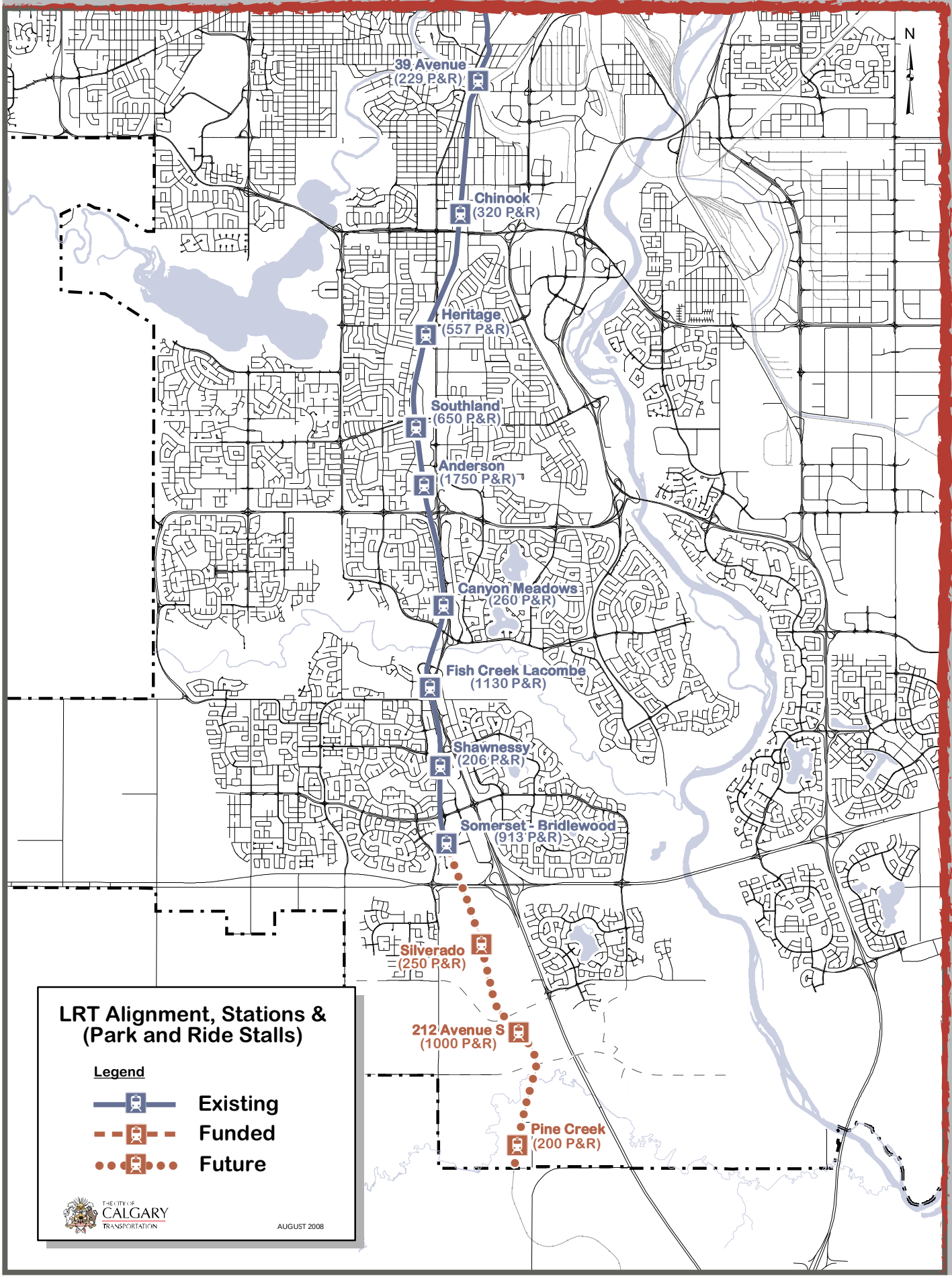
Calgary LRT Network Plan



THE CITY OF CALGARY
TRANSPORTATION

South LRT

Alignment, Station Locations & (Park and Ride Stalls)



LRT Alignment, Stations & (Park and Ride Stalls)

Legend

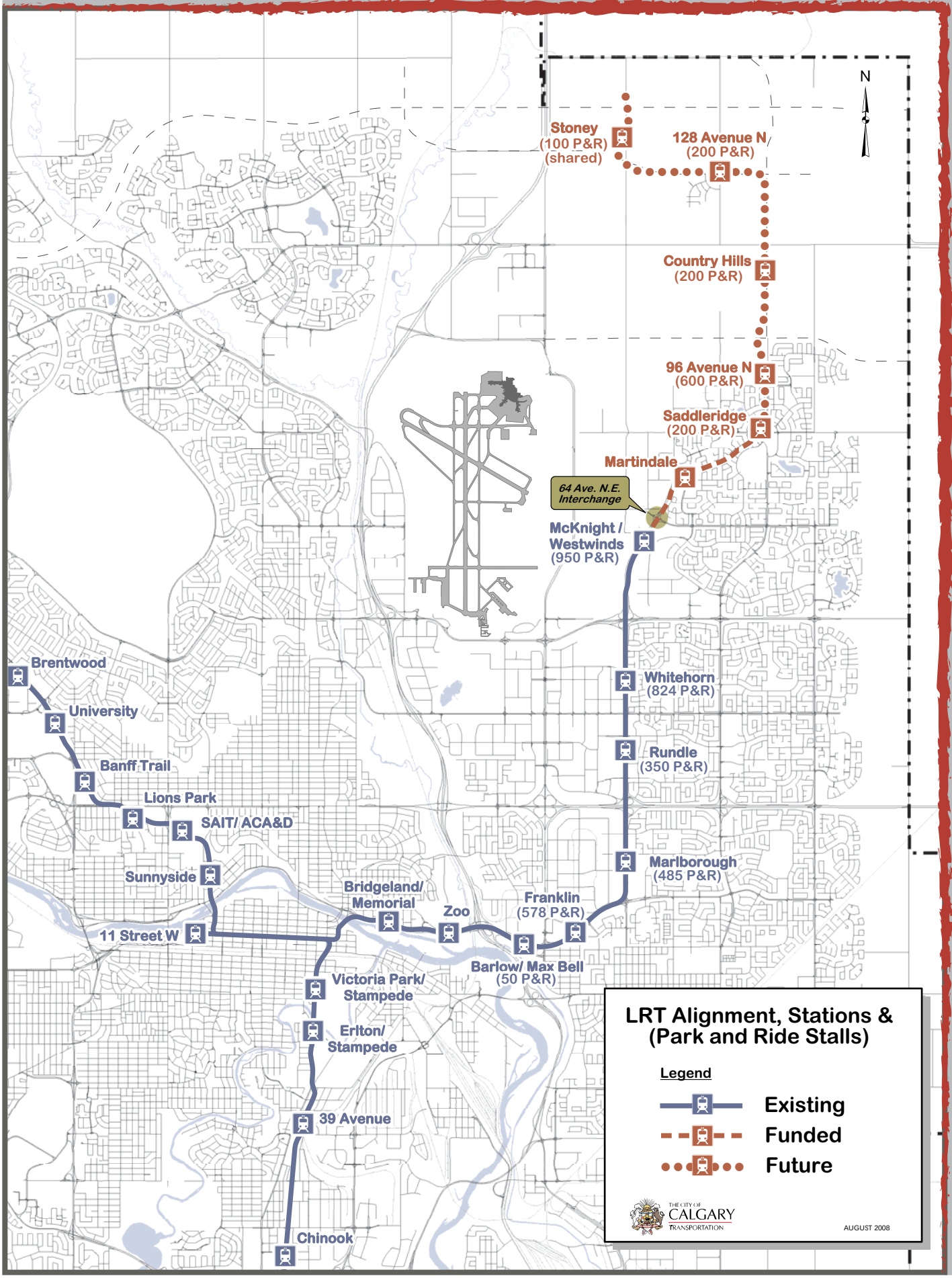
- Existing
- Funded
- Future

THE CITY OF CALGARY TRANSPORTATION

AUGUST 2008

Northeast LRT

Alignment, Station Locations & (Park and Ride Stalls)



LRT Alignment, Stations & (Park and Ride Stalls)

Legend

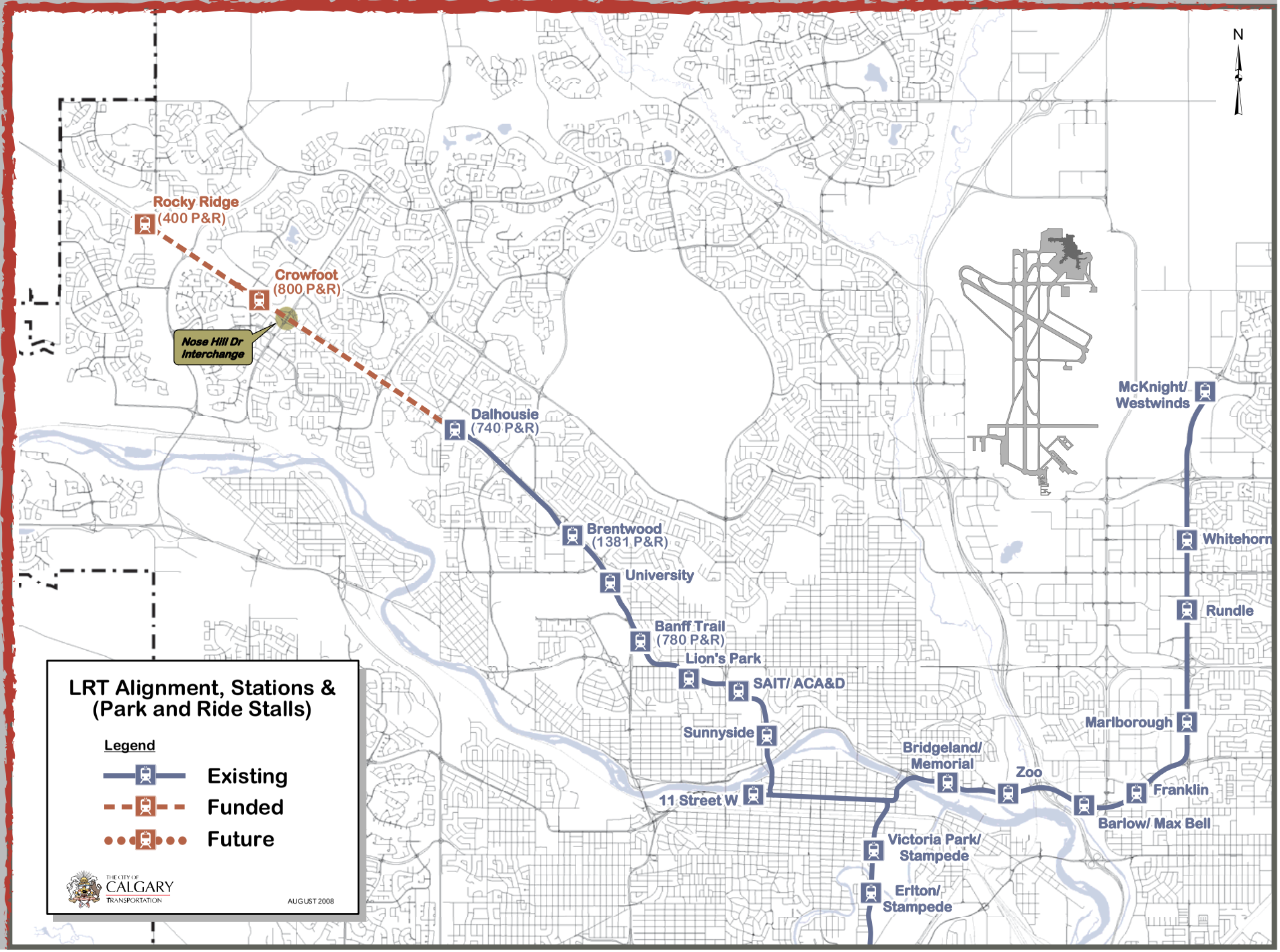
- Existing
- Funded
- Future

THE CITY OF CALGARY TRANSPORTATION

AUGUST 2008

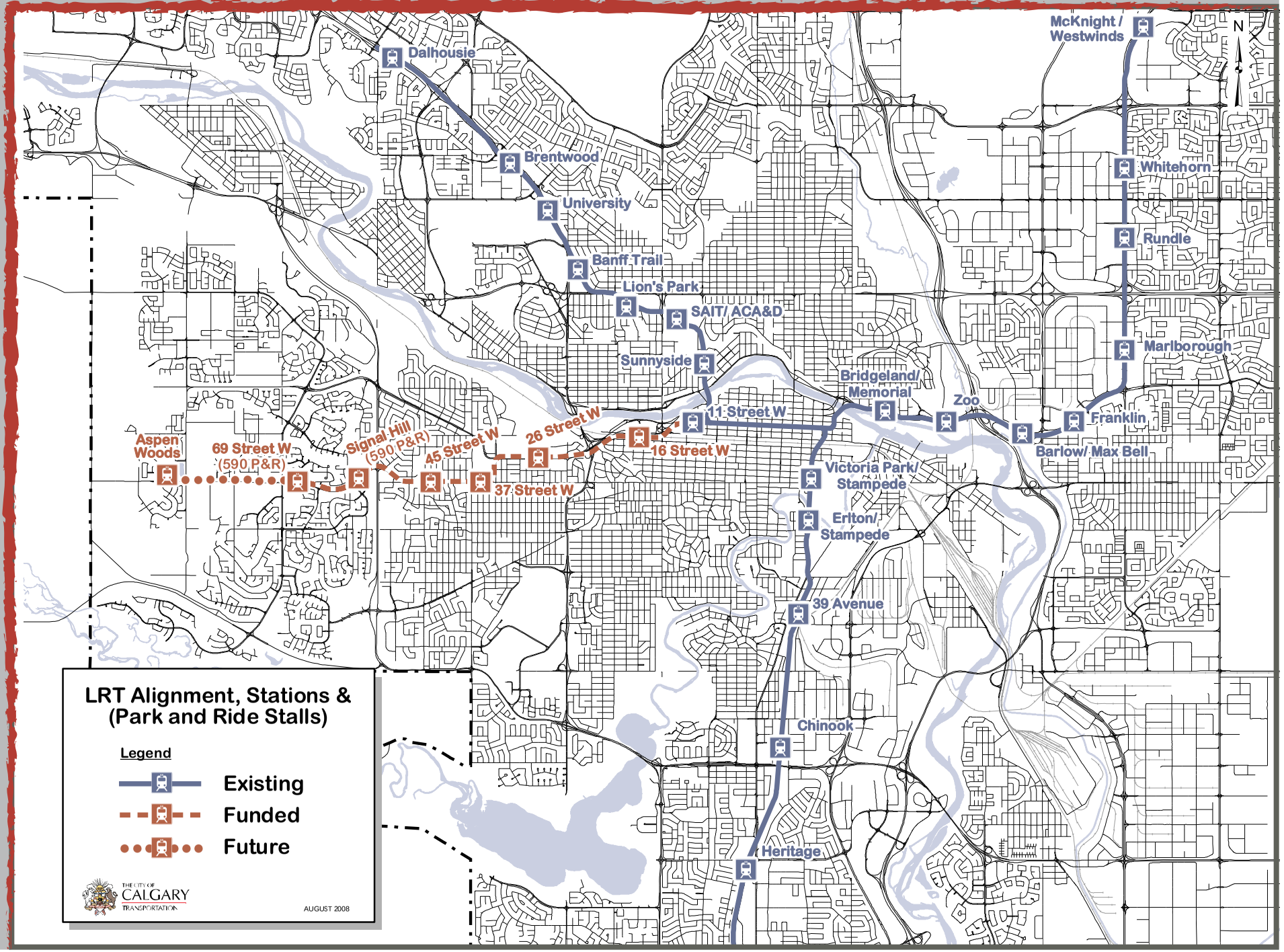
Alignment, Station Locations & (Park and Ride Stalls)

Northwest LRT



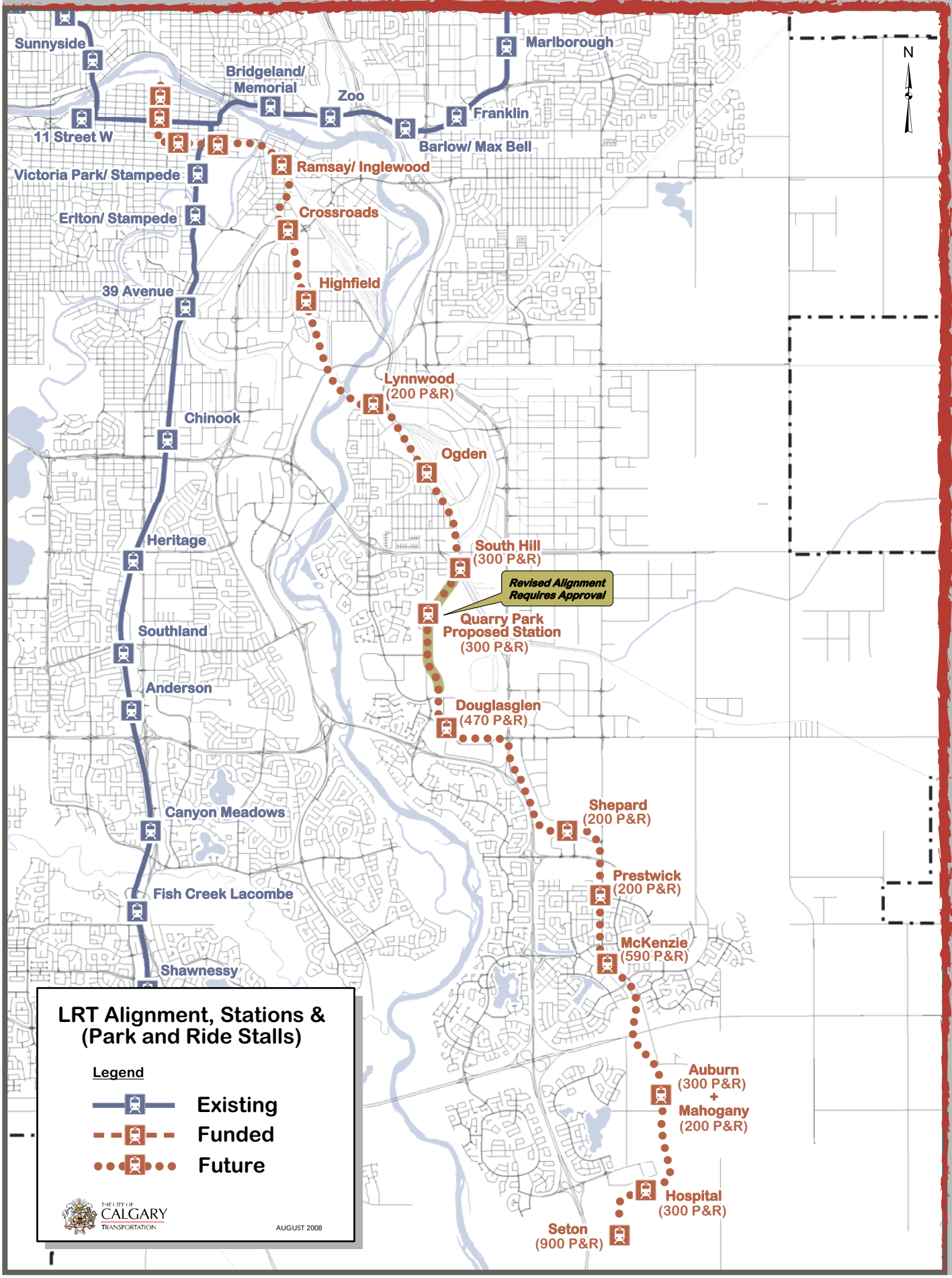
Alignment, Station Locations & (Park and Ride Stalls)

West LRT



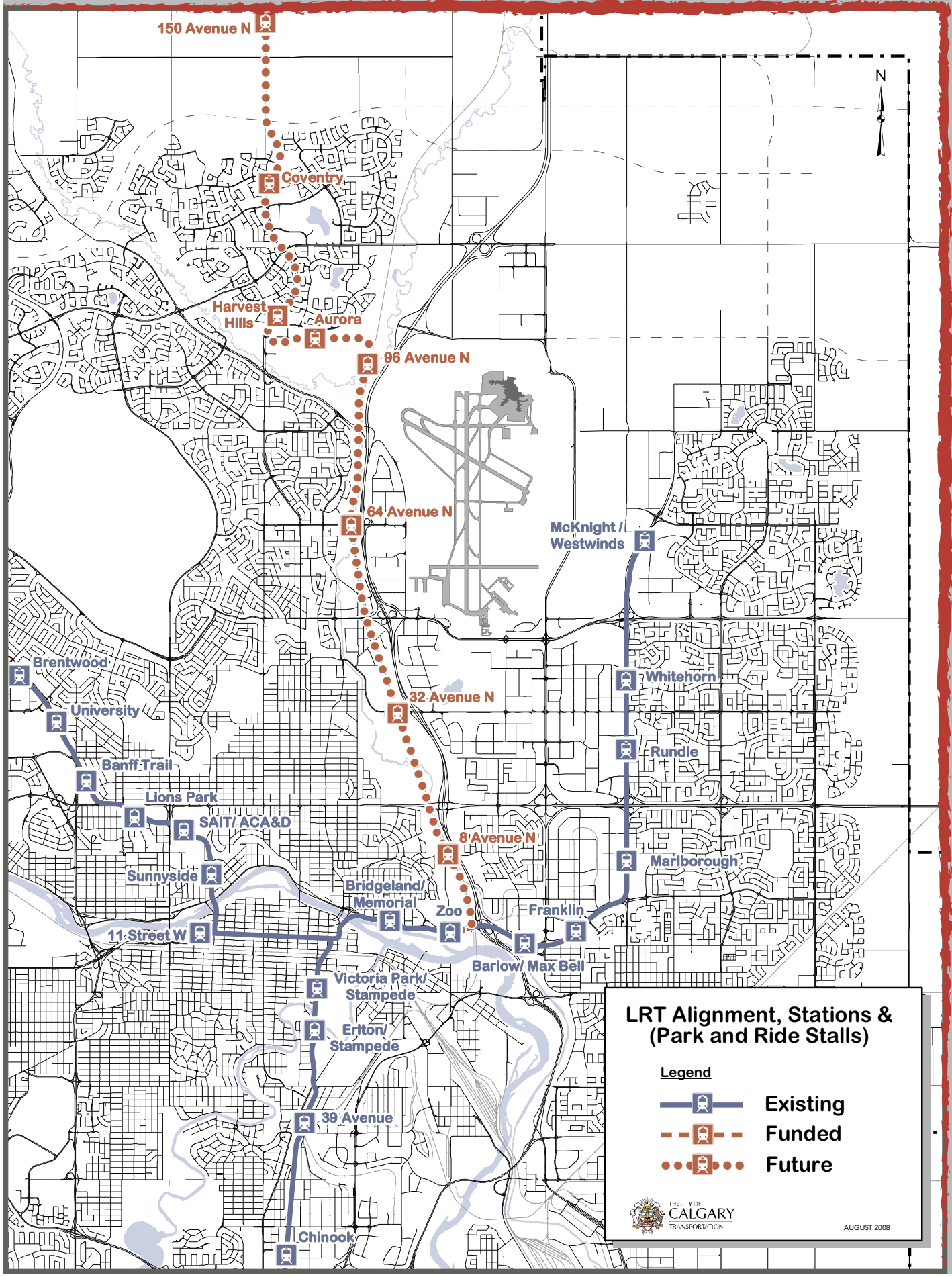
Southeast LRT

Alignment, Station Locations & (Park and Ride Stalls)



North Central LRT

Alignment, Station Locations & (Park and Ride Stalls)



Alignment, Station Locations & (Park and Ride Stalls)

Downtown-8th Avenue Subway